

Amendments to the Drawings:

The attached replacement sheet of drawings includes changes to Fig. 1. This replacement sheet includes the addition of descriptive legends for blocks 14, 16, 48, 49 and 51. No new matter was added.

Attachment: Replacement Sheet

REMARKS

Claims 20-38 are now pending in the application.

Applicants appreciate the Examiner's allowance of claims 23-32.

Applicants also appreciate the Examiner's indication that claims 20-22 would be allowable if amended to overcome formal rejections, and that claims 34-38 would be allowable if rewritten in independent form and to overcome the formal rejections.

Applicants have amended claims 20 and 33 to correct informalities, and to recite more clearly that the profile parameters of the changes in rotational speed are determined based on the rotational speed. As explained more fully in the specification, for example in paragraphs 8, 10 and 11, the profile parameters are based on the rotational speed itself.

The drawings were objected to in the Office Action because blocks 14, 16, 48, 49 and 51 in Fig. 1 required descriptive labels. Applicants are providing herein a substitute drawing for Fig. 1, incorporating the required labels. No new matter was entered, as all the drawing amendments are supported by the original specification.

Claims 10-20 were rejected under 35 U.S.C. 102(b) or alternatively under 35 U.S.C. 103(a) as being anticipated and/or unpatentable over Graf (US Patent Application 2002/0107626).

Graf describes a method for controlling an automatic transmission during a starting movement phase of the vehicle operation. Thus, the method is applied multiple times, every time the vehicle is started. For example, the controllers described in Graf control variables that influence torque of the engine and gear-shifting of the transmission in response a driving situation of the vehicle and to driver's characteristics, such as when the vehicle starts. (Paragraphs [0012]-[0016].) The Graf method allows for increased safety, comfort and economy when starting the motor vehicle in a variety of conditions, such as starting on an incline, maneuvering and parking. (Paragraph [0028].) All of these conditions occur multiple times every time that the vehicle is driven.

In contrast, the method according to the invention recited in claim 33 is a method for operating a drive train of a motor vehicle having a drive motor, wherein in an initial operation of the drive train, various steps are carried out. As explained in the specification, for example in paragraphs [0035]-[0037], the initial operation of the drive train occurs when the drive train is installed for the first time in the newly manufactured vehicle, or when the assembly is replaced, such as when the motor or the transmission is replaced in the vehicle. Thus, the method is only carried out when the drive train is initially installed or is replaced on the vehicle.

Because the cited reference does not describe a method that takes place in an initial operation of the drive train, applicants respectfully submit that claim 33 is not

anticipated or rendered obvious by Graf, and is allowable. Claims 34-38 depend from an allowable claim, and at least for that reason are also submitted to be allowable.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #095309.56039US).

Respectfully submitted,

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